

COMMENT

Pulling together

WHILE THE outcome of the Law of the Sea Conference taking place in New York, will have a profound effect on all maritime countries, the fundamental issue of Britain's future as a fishing nation will be fought for Brussels.

Already the baselines along which the EEC will be working within the framework of 200-mile economic zones, have been drawn: 12-mile nation limits and a quota share of what's left over in the communal 'pond'.

Although there has been a continual round of meetings among sections of the British industry and deputations to London, which have all ended up pressing for a 100-mile exclusive zone, it would be wrong to suppose that this is supported by all fishermen. There are many coastal fishermen who would be content with a 12-mile limit and consider it a big advance on the EEC's original fisheries policy. Underlying this attitude, is a sense of bitterness which was bred when they received little support in their fight to retain 12-miles at the time this country joined the Common Market.

Only last week, Mr. Hattersley, Minister of State at the Foreign Office, pointed out that there was little chance of Britain achieving a 100-mile zone. As it looks like being an up-hill fight to get the EEC to budge from 12-miles, it will need the support of all fishermen. Old grudges among the coastal men should be forgotten, otherwise they could find themselves at a great disadvantage if no progress is made to extend beyond 12-miles. They might have to contend with an influx of British vessels on their grounds.

Business Management Course

This intensive course to be held at the WFA's Industrial Development Unit, St. Andrew's Dock, Hull, will give an introduction to the corporate nature of planning and control for fish processing and marketing companies.

Area of importance will be covered by expert contributions from the industry. On this occasion guest speakers will include Mr. S. A. Perry, Blide Eye Foods Limited, and Mr. M. Gardner, Mac Fisheries Limited.

The greater part of the course will be devoted to a practical approach to the institution of business attitudes and the provision of experience in making executive management decisions under conditions which permit later analysis and discussion. A tool in the development of these techniques is the 'management game' used in other industries and here applied to the fishing industry. The IDU's Management Game developed for use with the WFA's ICL 190 IA computer is based on the production and marketing of white fish products by fish merchanting companies.

REGISTRATION FORM

Please accept the following registration for the three day course 'Business Management in Fish Processing and Marketing'. The £40 +VAT per person, including course notes, coffee and buffet lunch. Cheques should be made payable to the 'White Fish Authority' and sent with this registration form to:

WHITE FISH AUTHORITY, Industrial Development Unit, St. Andrew's Dock, Hull HU3 4QE. Telephone 0482 27837.

Course No. 9: Tuesday 27th to Thursday 28th April 1978 inclusive.

Name.....
Position.....
Company.....
Address.....

Back to work at Brekkes

ON MONDAY about 300 Hull fish processing workers, employed by Brekkes Ltd. and Brekkes Food Ltd., returned to work after a stoppage lasting nearly a week.

The stoppage, over a basic pay issue, brought production to a standstill at the company's two factories in Brighton Street and William Wright Dock.

A majority decision in favour of a return to work, to allow the dispute to go to arbitration, had been taken at a mass meeting.

Talks to be joined in by the employers, the TGWU and the Government's advisory conciliation and arbitration service were due to start yesterday.

Earlier the union official said that this dispute had been over an extra £2 per week, which it is claimed the company refused to pay to 28 filleters.

The claim by the filleters was to bring their pay in line with the full £8 allowed, which the firm had already offered to other factory staff.

A company spokesman stated that the filleters' basic rate is substantially more than the best rates paid in the industry and that the further £2 would bring their basic rate up to £59 per week.

NORSE TOP OF THE FREEZERS

BUT'S Hull-based Norse has finally been named as the winner of the 1975 Dolphin Bowl competition in which Hull, Grimsby and Fleetwood freezers take part each year.

The final official table could not be published until 12 vessels returned from lengthy trips started in December and overlapping the New Year. However, it was generally accepted that Norse would take the honours.

The competition was the third of its kind and the second won by a BUT vessel. Earlier winners were BUT's *Dane* in 1973 and

	Tonnes	Points
1. Norse (BUT).....	3,093.9	48,777
2. Southella (Marr).....	2,723.2	46,110
3. St. Jerome (Hampling).....	2,761.4	43,446
4. Cordella (Marr).....	2,608.4	41,960
5. Princess Anne (Boston).....	2,630.7	41,072
6. St. Benedict (Hampling).....	2,596	40,501
7. Arctic Freebooter (Boyd).....	2,765	39,718
8. Dane (BUT).....	2,488.9	39,415
9. Seafreeze Petrel (Newington).....	2,466.4	39,301
10. Swanela (Marr).....	2,367	38,505
11. Piet (BUT).....	2,436.4	38,260
12. Goth (BUT).....	2,218.6	36,766
13. Arctic Buccaneer (Boyd).....	2,263.2	36,349
14. St. Jason (Hampling).....	2,261.5	36,098
15. Lady Parkes (Boston).....	2,259.2	35,856
16. Farnella (Marr).....	2,193.3	35,433
17. St. Jasper (Hampling).....	2,036	33,576
18. Kirkella (Marr).....	1,996.9	33,173
19. Invincible (BUT, Grimsby).....	1,847.1	33,161
20. Criscilla (Marr, Fleetwood).....	1,912.5	31,156



NORSE — winner of the Dolphin Bowl. Buyd's Arctic Freebooter in 1974.

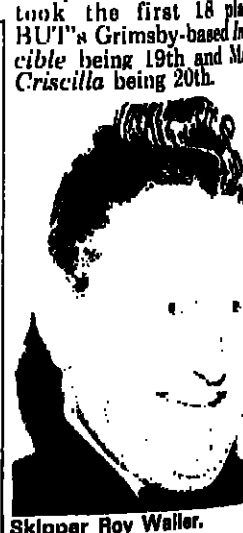
Starting off the year in the 13th position, Norse rose to

third by February and then never lower than second. Between April and July alternated between top and second and, from August till the end of the year, it held the lead.

Much of the credit for its outstanding achievement must go to the regular skipper Roy Waller, who went on 10 of the vessel's five trips, as Skipper Roy Pepper says in as relief.

Fishing on the White Sea Bear Island and Namsøen coast grounds, Norse made 3,093.9 tonnes and made 3,557 points ahead of its runner-up, Marr's *Southella* (Skipper Howard Petersen).

Skipper Waller, started going to sea 30 years ago and is now on a further distant water trip with Norse. In the 1975 Dolphin Bowl competition Hull freezer took the first 18 place BUT's Grimsby-based *Invincible* being 19th and *Criscilla* being 20th.



Skipper Roy Waller.

Iceland trips pull in heavy losses

POOR Icelandic fishing added to the trials and tribulations of distant water owners at Grimsby again last week and the lack of supplies from this quarter turned all bar a handful of trips, into financial calamities.

What Icelandic fish there was, sold well on hardening markets, averaging out around the £17.50 mark per kit. However, most trawlers simply did not catch enough fish to cover their running costs.

BUT's *Ross Rodney* (Skipper Geoff Carsberg) was one of the lucky ones and she turned out 1,863 kits, which made £32,796 after a 23-day trip. But she could not cover the losses from BUT's *Vianova* (£21,024 from 1,177 kits), *Ross Kashmir* (£20,535 from 1,181 kits) and *Ross*

Kipling (£21,592 from 1,272 kits).

Similarly Boston had one decent trip of £27,810 from 1,564 kits by *Boston Concord* (Skipper Billy Balls), while *Boston Phantom* (£18,793 from 883 kits), *Boston Kestrel* (£17,882 from 1,014 kits) and *Prince Philip* (£13,624 from 787 kits) all plunged deep into debt.

Consolidated Fisheries were more fortunate. *Huddersfield Town* (Skipper Fred Kirby) headed the 139-footers with £26,507 from 1,399 kits and the company also scored well by diverting *Barnesley* to Hull where she averaged £19.24 per kit to

gross £22,951 from 1,193 kits of codstuffs.

Both Norway Coast 'gamblers', from *William Wilberforce* and the hapless *Lord Beatty*, paid off well with big hauls of haddock and reds, grossing £35,762 and £46,282 respectively.

'Corsair' hogs port market

BOYD'S Arctic *Corsair* landed about three-quarters of the fish at Hull on Monday. She made £49,965 for 3,139 kits, including 1,387 kits of haddock.

This vessel, commanded by Skipper C. Pitt, had been to the Norwegian Coast.

In all, Hull had a total turnout of 6,880 kits from four vessels, 4,297 kits coming from distant waters and 2,583 kits being supplied by two North Sea seiners.

The Fleetwood trawler *Norina* (Skipper F. Wilson) discharging 1,088 kits making

£19,106 after a 22 day trip to Iceland. The other two arrivals, both Boston North Sea seiners were *Viborg* (Skipper V. Jensen), which made £4,410 for 200 kits, and *Christiansborg* (Skipper E. Dam), which realised £3,816 for 173 kits.

CREW of the Bridlington fishing boat *Sunningdale* had an unwanted catch last week when they found a ten gallon drum of hydrochloric acid in their net. The drum, which was sealed, was handed over to police for disposal.

Scots leave the Cornish grounds

THE Scots purse seiners *Gallic May* and *Gallic Rose* have left Penzance for Buckle after mixed fortunes in the winter mackerel fishery.

The 99ft. *Gallic Rose*, first to arrive on the scene, had some spectacular successes with mackerel and pilchard records after arriving early in the New Year.

The £600,000 *Gallic May* had more than her share of disappointment with extensive damage to gear on her maiden trip. A group of Dutch mackerel fishing boats has appeared off the Cornish coast. They are four large stern trawlers.

The fleet, which has been fishing off the Lizard and North Cornish coast, has not been landing in Cornwall, and it is believed the Dutchmen could be hoping for a return of herring shoals.

AF man resigns

MR. T. N. G. Crawford has resigned as production manager of the northern division of Associated Fisheries Ltd.

Mr. C. S. Emmott has become Scottish operations director, responsible for the supervision of all Scottish activities except coastal fisheries except coastal fisheries.

Mr. E. M. Harwood has taken over control of all services and Mr. A. Macdonald has become production controller.

Fines for six inside limit

SIX skippers were fined a total of £320 in Lerwick Sheriff Court last Friday when they admitted fishing inside the three-mile limit around Shetland last year.

One other skipper denied a similar charge, and one case was continued for three weeks on a technicality.

The charges were brought after the Department of Agriculture, Fisheries and Food cruiser *Westra* had been patrolling around Shetland last summer.

Kenneth Pottinger of Burras, skipper of *Elysian*, was fined £50 for fishing 0.58 miles from Foule on August 29. He was fined £20 for not showing the regulation lights.

James Watt, of Lerwick, skipper of the *Janess Watt*, was 0.44 miles from the island of Bressay when intercepted. He was fined £50.

Magnus Stewart, of Whalsay, skipper of *Adonia*, was fined £50 for fishing 1.88 miles from Balta Island Lighthouse on September 2.

Magnus Leonard Henry, of Burra, skipper of *Dauntless*, was fined £50 for fishing 1.35 miles from Fair Isle on September 6.

James Duncan, of Aberdeen, was fined £50 for fishing 1.32 miles from Fair Isle with his boat *Jasirene* on September 28.

Andred George Watt, of Lerwick, was fined £50 for fishing 1.12 miles from

Bressay on September 27 with his boat *Zenith*.

Norman Gray, of Keldalea, Unst, skipper of *Sapphire*, pleaded not guilty to a charge that on September 2 he fished 1.62 miles from Balta Island Lighthouse. Trial has been fixed for June 4.

The case against Robert Leiper, of Aberdeen, skipper of the trawler *Scottish King*, was continued without plea until April 16.

He is charged that on October 7 he fished 2.13 miles from Fair Isle and that he failed to have effectively kept up his registration number.

DOUBLE MAIDEN



Part of Glenda's big deck cargo of sprats.

TWO new pair trawlers both landed maiden trips at Grimsby last week. As reported in *Fishing News* (March 26) *Margreth Bojen* (Skipper Jona Bojen) got off to a splendid start with a £10,022 grossing from 684 kits of big North Sea cod.

For once, the master had to play second fiddle to his old command *Frances Bojen* (Skipper John Richardson) whose share was £10,386 from 593 kits.

Also landing her maiden was skipper-owner Hugo Thinnesen's *Samantha* now paired with his old ship *Tina*, which sun Peter is skippering.

Samantha made a good start on with £4,575 from 225 kits. Skipper Thinnesen told *Fishing News* that he was well pleased with the way she hauled.

Samantha hit some stormy weather on her strip and the intermittent gales, gusting over parts of the North Sea, spoilt the recent good run of catches by seiners and pair teams from Grimsby.

Last week's seiner trips were all much longer and, with the winds playing tricks on the traditional grounds, there were 'patchy' landings.

Lairloch laboured through 18 long days for just 71 kits (£1,960), *Binks* with 87 kits (£1,776) and *Silja* with 45 kits (£978), shared similar misfortune.

The few remaining spratters also had a rough time with winds breaking up the shoals, but some vessels still found fish.

Glenda (Skipper Francois Wintin) managed to fill up three times in seven days with more than 70-tons a time working off Hartlepool.

She discharged twice at Shields and brought the third catch home to Grimsby.

Like the other trawlers which headed for Greenland after *Jacinta's* record-breaking catch, she was hit by bad weather which prevented anyone copying the stern trawler's achievement.

In the near water section it was the pocket trawler *Forads* which hit trouble. This vessel was hit by a flu bug which forced her into port on two occasions to land engineers. In fact the vessel had three engineers during her trip.

Eventually it was decided to bring her home for a fresh start. The vessel made £1,203 from 62 kits.

'Cash-in' trip to Greenland fails

THERE were trouble-hit conveyor landing system voyages for two Fleetwood trawlers as they landed on the following on the cod found by *Jacinta* on the east coast of Greenland and the other tried to find good cod fishing in the Irish Sea.

It was problems all the way for the stern trawler *Boston Beverley* (Skipper Hugh McMillan) when she headed for Greenland.

While on passage she developed auto-steering trouble and had to put into Faroes where repairs lost her four days.

Then, while the vessel was on her way home, her chief engineer, Jim Nolan, badly injured his thumb and the vessel again had to put into Faroe to get medical attention for the injured chief.

But her troubles had not finished. When she returned to port she landed only 589 kits when the

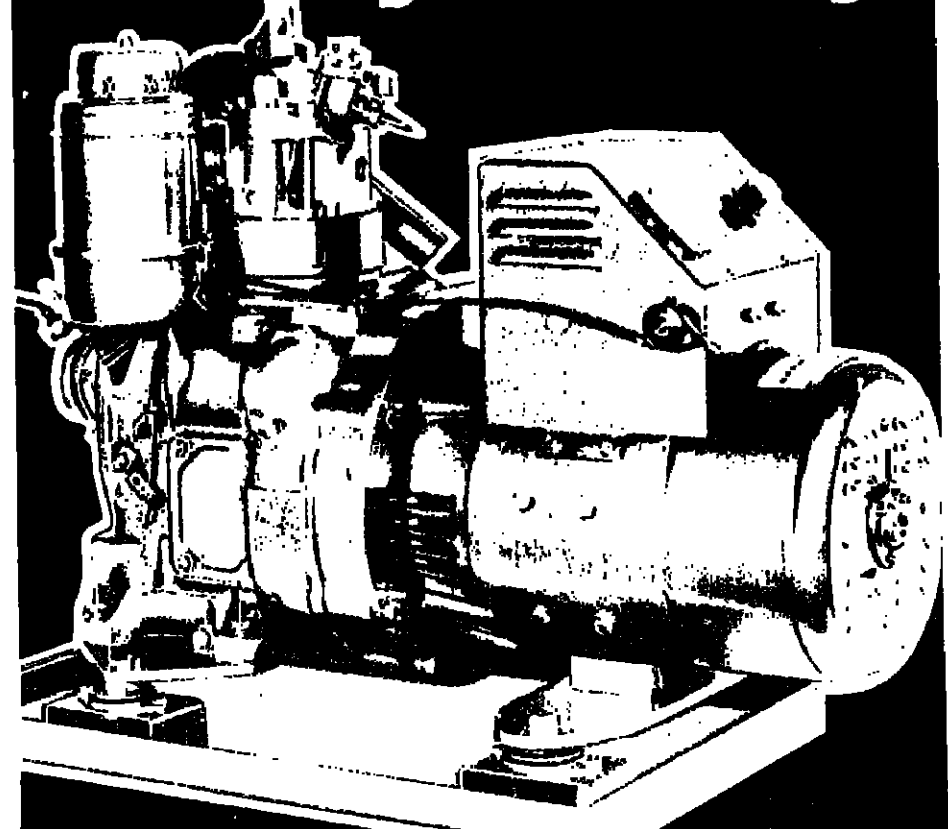
OBITUARY

WILLIAM (BILL) WILLIAMS died outside his home recently when a hydraulic jack collapsed while he was working on his car.

Mr. Williams was superintendent marine engineer with Grimsby trawler owners Consolidated Fisheries until his retirement in 1968.

TOTAL fish landings at Hull during the first two months of 1978, were 8,174 tonnes in excess of those of last year. Within this period the port's aggregate intake rose from 11,736 tonnes to 19,910 tonnes.

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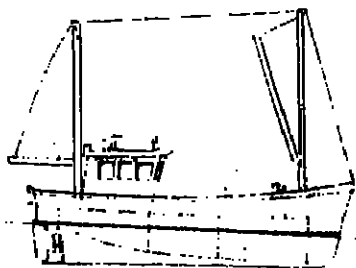
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SEINERS TO TRY OUT NON-RETURN BOXES

COULD non-returnables solve the fish box price problem? This is what the Scottish Fishermen's Organisation aims to find out in the near future.

The matter was raised at a joint meeting of the Scottish White Fish Producers' Association and the Scottish Fishermen's Organisation at Fraserburgh on Saturday, when SFO chairman, James Lovie, outlined a number of achievements and aspirations

of the year-old Producer Organisation.

The increasingly high cost involved in boxing fish catches has long been a financial thorn for fishermen, but ex-skipper Lovie had encouraging news for members.

In two or three weeks' time 1,000 disposable wooden boxes will undergo trials aboard two north-east seine-netters — *Illustrious* and *Fruitful Bough*. Should the scheme be successful, it could be a welcome innovation to ease the ever-increasing expenses of Scottish boat-owners. The

price of boxes alone has about doubled in the past year.

Mr. Lovie said he is "delighted" with the way things had gone in the organisation's first year. "Judging by the results so far," he said, "I feel we are on the brink of a breakthrough which could see an improvement in the stability of the in-shore fishing industry."

He said the organisation has grown faster than he ever thought possible and, with 700 members to date, it leaves only 150 boats outside the ranks.

It was intimated that the running costs of the organisation compare favourably with other major bodies, since only 26 per cent of the levy is used on administration.

Headway has been made through various financial and strategic exercises during the year.

He said: "We have proved to the government that we are capable of planning our affairs and controlling the destiny of our own industry — it is now up to them to back us up."

Roving buyer Bert retires

Peterhead fish buyer Bert Adams (wearing hat) retired on Saturday after a 50-year association with the herring and white fish industry. He is seen being presented with a wallet and notes by Ted Cook, on behalf of his buyer colleagues at Peterhead market. Mr. Adams has been a buyer with R. Croan and Sons for the past 22 years. Previously he was with the Standard Kipper Company for 28 years, dealing mainly in herring. He has served at 28 ports in Scotland, England and Wales — from Lerwick to Milford Haven. Mr. Adams served in the minesweeping section of the Royal Navy for 8½ years throughout world war II. His successor at Peterhead is William J. Buchan (left).

THE MAIN road between Bridlington and Hull was blocked on Thursday last week when thousands of sprats spilled from a lorry at Beeford. The road had to be cleared, washed and sanded before traffic was allowed to continue.

SOLE RECORD BY NEWLYN BEAMER

NEWLYN — the top port in the south-west — had a record £10,000 sole trip last week.

Skipper David Hooper (36) and his four-man crew on the 109 gross ton beam trawler *Elizabeth Ann Webster*, arrived back in harbour on the Thursday with the catch which is a record for a single boat.

The nine-day catch of 700 tonnes, mostly mixed large and small soles, earned about £10,000.

This was skipper Hooper's second excellent trip of the year and it came three weeks after he landed a catch of soles worth some £7,000. David Hooper, who has

been skipper of this trawler in the Stevensen fleet for only six months, said they had fished for nine days continuously about eight to ten miles off Trevose Head.

"Most of the time we were amongst a fleet of Belgian trawlers," he said at his home.

Skipper Hooper has been fishing from Newlyn for just over eight years and, before that, was in the Merchant Navy.

Beam trawl fishing is fairly new to Newlyn. "We work towing two trawls at one time

— one on each side of the boat — on arms extending 100 yards."

"We gradually built up our catch," he remarked. "Before the last good catch, *Elizabeth Ann Webster* lost a lot of fishing time because of bad weather, so the soles usually go at the end of March."

"They disappear as quickly as they come and are here during the spawning season," he said.

"This winter has been an average season, except for the past month."

fishing news

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WHO ARE THE BELGIANS KIDDING?

SIR I cannot allow the comments by Belgian trawler owner Mr. Claeys in *Fishing News* March 19 to go unanswered.

Who is he trying to kid with his suggestion that beam trawling, just like farm machinery, cultivates the sea-bed?

Sussex Inshore Fishermen have fought long and hard to get this method banned because we fear the eventual outcome will witness the extinction of our sole stocks.

It's all very well talking of 'tilling' the grounds, but can Mr Claeys assure us on replenishing the stocks; we are not farmers able to plant seeds, following the 'tilling', all we are left with is wanton destruction left in the wake of the beamers.

The facts are that beaming is too efficient and the rate of catching by this method is far in excess of the breeding and growth rate of the soles.

Mr. Claeys suggests his fleet never cover the same ground twice; three cheers for him! His instructions to his skippers must differ to the Zebruggers who work the Channel; these blighters conclude their voyage and are back in a matter of days.

Perhaps he would care to

draw his colleagues attention to the plight they are leaving for the small inshore boats off Sussex, who are not only witnessing diminishing stocks, but live in the constant worry

LETTERS

that their fixed gear will be towed away.

Mr. Claeys also mentions quotas. What a laugh that's proven to be! The Belgians were allowed 106 tons of soles last year in the Channel, we in Sussex believe they took this figure to mean 1,006 tons because they openly talk on the radio quoting their catch of soles, and believe me, it adds up to 10 times 106 tons.

More power to the MAFF Minister . . .

SIR, in reply to questions by MPs with "fishing" constituencies, the Minister indicated recently in the House of Commons, that he had no powers to control either types of vessel or methods of fishing, and that as far as conservation was concerned, his only method of control was by total or partial restriction of areas to be worked or by quotas.

I would suggest that for conservation purposes the Minister should very quickly acquire such powers.

It is evident to fishermen, if not to the Minister, that the cause of dead mackerel on the grounds in the south-west is purse seining.

There were no appreciable quantities of dead mackerel on the grounds before pursers fished the mackerel. That is an indisputable fact. Therefore, as a method of fishing, purse-seining kills large quantities.

If the Ministry implements quota restrictions on mackerel landings, as a method of conservation, the pursers will kill even larger quantities of fish since they will become even more selective in the fish they take to fill their quota, and so slip more shots and kill more mackerel.

The Ministry cannot prove that purse seining is not harming the stocks, and conservation pre-supposes a stock to conserve.

If the Ministry does not act quickly, conservation will take on the narrow aspect of saving a species from extinction, and that species may be either mackerel or mackerel fishermen.

Mr. A. Atkinson,
D.A.M. Trawlers Ltd.,
Lockyers Quay,
Plymouth.

Patrol Service 'growing fast'

SIR, I would like to inform the readers of *Fishing News* that the Royal Naval Patrol Service Association is well under way.

I have had outings sent to me from several towns and gillies. The tale of Man are trying to get 600 members to join us in our reunion.

Several fishermen's organisations have written to me asking for membership forms, Poole, Scarborough, Orkneys, Shetlands etc., but none yet from Brighton or Hull.

Our membership now

stretches from Newfoundland to Australia, as we had a member from 'Down Under' join us this week.

We've had Royal greetings from Buckingham Palace as the Prince of Wales is the skipper of a Patrol minesweeper and we hope he will call in our harbour during reunion week. WRNS and NAAFI are joining us now so we should have a great get together.

Sidney Lewis, Hon. Sec.
RNPSA, 27, Tadger Road,
Lowestoft.

Whiting tops Milford market

MARKETS were very good at Milford Haven last week which helped compensate for continued depression in catches mainly due to bad weather.

The week began with a landing of only 79 kits by the pocket trawler *Westerdale*, skipper-owned by Bruno Linke.

This vessel worked the Bristol Channel area before returning with her catch, which included 10 of cod, 25 of whiting, 10 of roker, two of turbot and brill, 20 of plaice and 10 soles, which sold for a good £2,858 — an average of nearly £40 a kit.

An average of more than £40 a kit was paid for the 63-kit catch of the beam trawler *Arthur Hardy* (Skipper John Donovan). The vessel returned to port after only seven days and her catch sold for £2,283.

(On the same day the Swansea-owned *Georgina*

the roker on the Irish Sea grounds. The main reason why they have not so far this year is the bad weather which has plagued the southern Irish Sea, with gale after gale sweeping the area and preventing vessels working.

Also on the same day *Bryher* (Skipper A. James) returned after a nine-day trip with 108 kits which sold for £3,003.

Between them the vessels landed a total of 25 of cod, 110 of whiting, 20 of roker, five of turbot and brill, 40 of plaice and 25 of soles.

These grossings reflect the good market with the once humble whiting being the main variety landed and yet catches still averaging up £40 a kit.

But for roker merchants the week was almost disastrous with catches being at their lowest level for months. It is to be hoped that vessels will soon begin finding

APOLOGY

IN THE March 26 issue of *Fishing News* we carried a report on the operations of Severnside Foods Ltd. It has been pointed out to us, that some of the information contained in this report has since been overtaken by new developments and we would like to apologise for any embarrassment this has caused. At a later date we hope to be giving news of these developments, which are part of Severnside's continuing expansion programme.

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Salmon netting ban gets go-ahead

BY-LAWS which prohibit netting salmon and sea trout off the mouths of the rivers Coquet and Tyne have been approved by the Ministry of Agriculture, Fisheries and Food.

Proposed by the Northumbrian Water Authority, the aim is to give falling salmon stocks a better chance of entering the two main breeding rivers.

The bye-laws, which are now in operation, have a new weekly close time in the northern area covering Northumberland, which starts at 6 pm on Friday and ends at 6 am the following Monday.

In the southern area, from Tyne to Tees, there is no change and the period remains 12 noon on Saturday until 6 am on Monday.

The two restricted areas are Tyne. No netting of any sort is allowed from approx one mile off-shore, between Cullercoats and Souter Point, except for one traditional berth behind South Shields Pier.

Coquet: No drift netting ("T" nets are exempt) can now be carried out in an area approx one mile off-shore between Boulmer Stile Buoy off Seaton Point, and Bon-dicarr Buoy in the north of Druridge Bay.

The smaller Coquet playground, in which no netting has been allowed for some time, remains in operation.

Further new legislation means that all salmon netting boats will now have to carry identification marks in both areas.

It is hoped that the objections can be overcome and the by-law brought into force during the present season.

LAST STEAMER GOES OUT IN STYLE ...

LORD BEATTY, Grimsby's last operational steam trawler, was laid up at the Humber port last week. But the big 697-ton vessel went out in style with a massive Norway Coast trip of 2,733 kits which grossed £46,282 on March 24.

Skipped by David Scott, it was her best-ever return in a fishing career spanning almost 20 years, but the decision to lay her up was taken several weeks ago and there never was any hope of a reprieve.

A spokesman for owners, BUT, told *Fishing News*: "We are all upset to see the last of the steamers go because there was still plenty of life left in them."

Fuel prices alone have killed them off, nothing else. At least we can take pride in having run them to the bitter end."

Lord Beatty is the last of six steamers built in the mid 1950s by Rickmers Werft of Bremerhaven, Germany, which BUT has been forced to withdraw at Grimsby this year.

It is common knowledge the sisterships are far from worn-out, either mechanically or structurally, and are more substantial than many more modern vessels.

Their only failing was their high level of fuel consumption, for although heavy fuel oil is cheaper than diesel, each vessel used about nine tons per day against three to four by the motor trawlers.

So, over a three-week trip, they ran up fuel costs of around £9,000 — almost double the same trip fuelled by diesel.

This latest casualty reduces the BUT distant



Lord Beatty, Grimsby's last steamer, leaves the fish market for the last time.

water fleet at Grimsby to 15 working motor trawlers, with two others laid up awaiting repairs.

In January 1975, when the first major oil increase was imposed, they could put 32 vessels to sea in this category.

The 15 so far axed were all steamers and, but for the old Ross Group's diesel conversions during the 1960s, the former steamers *Ross Resolution* (now Hull-based; built 1948) *Ross Ramblers* (1950), *Ross Kelly* (1956), *Ross Kashmir* (1956), *Ross Rodney* (1957) and *Ross Kelvin* (1958) would probably have been stopped also, whereas all are now fishing as motor ships.

is a sad milestone for Grimsby and ends an era stretching back to the late 19th century when the first huge fleets of coal-fired steam trawlers swept the sailing smacks to oblivion.

Lord Beatty will also be remembered in Hull as the last steamer built new for the now defunct Lord Line Ltd, which ended up in Grimsby when Associated Fisheries split the 20-strong fleet of Lord boats between Hull and Grimsby in 1963.

The only survivors of those halcyon years are the motor trawlers *Lord Nelson* and *Lord St Vincent* at Hull, and her sister *Lord Jellicoe* at Grimsby.

MILFORD Haven said goodbye to one of its last remaining drifter-trawlers last week when *Willing Boys* left the port bound for the breaker's yard.

The vessel had been laid up at the port for some time before the scrapping decision was made.

Willing Boys, built in 1930 for Lowestoft owners, was one of the crack vessels of her day. One of her most renowned skippers was Russell Gower, who built up a reputation as one of the east coast's

most successful fishermen.

The vessel was taken over by the Admiralty during the war and served from south coast ports.

It was after the war that she came to Milford Haven when she sailed on to new success.

But then came the increased fuel costs and also the new Department of Trade safety regulations.

To implement the regulations would have cost a large sum, so it was decided to lay her up. Then came the scrapping decision and the port has had to bid farewell to a vessel which has played a large part in the importance of the drifter-trawler in the port's industry.

It is expected they will be broken up at Sunderland and three other steamers, *Northern Jewel*, *Northern Queen* and *Northern Sceptre* (all laid up for over 12 months) could shortly be leaving for breaker's yards in Spain.

All three vessels have been sealed ready for towing.

Black Watch, one of six German-built steamers withdrawn from fishing this year completed her last trip on February 27. She has been laid-up since.

It is understood her new owner, which specialises in metals, has no plans for putting the 697-ton trawler back fishing and will operate her as a salvage-recovery vessel.

Last week *Black Watch* was being stripped of her fishing gear at Grimsby. Two sister-ships which are also laid up have not been quite so lucky: *Northern Sky* (ex-*Statham*, ex-*Ross Repulse*) and *Northern Eagle* have been sold for scrap to Stanley Ferry Dismantlers Ltd.

Demand goes up at Fleetwood

FLEETWOOD trawlers met a good demand for their catches at the port last week. *Elta Hewett* (Skipper Jim Buckley) returned from Iceland with 1,204 kits, including 1,000 of cod, which sold for £21,200.

On the same day the Irish beam trawler *(Marie Jacob)* put into port after cod fishing in the Irish Sea. She landed 150 kits, including 120 of cod, which sold for £3,042.

There was also a good grossing for the side trawler *Wyre Conqueror* she returned from Iceland with 1,057 kits, including 950 of cod, which sold for £18,648.

Boston Marauder kept the middle water flag flying with a 664 kit catch, including more than 300 of cod, 20 of plaice, 55 of haddock and 300 of coley which sold for £9,432.

It was also a good week for the small stern trawler *Idena* (Skipper Bernard Birley). This vessel completed her second voyage since completion with 919 kits, including 800 of cod, from the Iceland grounds.

The catch sold for £15,514. On her first voyage the vessel also landed more than 900 kits.

In the near water section there was a good performance by the small stern trawler *Resound* (Skipper John Banks). She returned to port after only a week at sea with more than 160 of cod in her total of 180 kits sold for £3,593.

Skipper Banks' father, also named John, returned to port's biggest grossing section.

He brought *David Wain* in with 355 kits, including 250 of cod, five of plaice, 50 of whiting and 40 of coley which sold for £6,806.

The 109 ft. *Regatta* (Skipper Ken Beaven) landed second place with a grossing of £4,047 from 225 kits, including 75 of cod, 30 of haddock, 20 of coley and 10 of rucker. The vessel had been the worst of Scotland area.

There was little to report about in the pocket traw section with vessels making good at the cod in Moray Bay because of the weather.

This was also the case with the inshore fleet. Skippers reported that there was no better weather will allow vessels to cash in.

BOGG WINS THE DAY

BOGG Holdings of Bridlington has been granted permission to alterations to its existing warehouse at Langthwaite Wharf to provide a fish preparation area.

The decision, with certain conditions, was announced: Mr. R. G. W. Drutt, Department of the Environment Inspector, who conducted a public inquiry into the application two months ago.

The firm's application has been opposed by North West Horough Council, who covers the Bridlington area.

Mr. Drutt said that the main problem appeared to be increased traffic in the harbour area, but this would be confined mainly to the day season.

SPEECHLESS FROM THE Ministry of Agriculture, Fisheries and Food to a shellfish farmer at the west coast: "Thank you for your letter enquiring about fish farming. I am sorry that we have very little information about fish farming and can only suggest that you write to one of the following establishments who may be able to supply the information you require — The Union of Fish Farmers or the Salmon and Trout Association."

RUSSIAN 'INVASION' MORE than 100 Russian trawlers are sweeping the North Sea like a giant vacuum cleaner, sometimes only 20 miles from the Yorkshire coast.

This claim has been made by Denk Mainprize, chairman of the North and North East Federation of Fishermen.

"The Russians systematically clean up an area of all fish and then move on leaving nothing for us," said Mr. Mainprize.

"They are just like vacuum cleaners and they don't worry about quotas," he added that the danger to fish stocks was

April 2, 1976

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FACE-LIFT CONTRACTORS have been modernising work on Grimsby's South known general Pneumonia Jet days when it was open. Deep water will continue to be throughout the being done in the with the and. The repair be completed

Rope drum deal saves North Sea trip

THE FIRST British-owned Danish-type seiners successfully fitted with hydraulic rope drums in 1973 and the system, invented in Denmark, is now the most important development in mechanised handling equipment since this class of vessel arrived here 40-odd years ago.

Now, Marine Diesel Services (Grimsby) Ltd, has been appointed sole British agent for the highly successful two-drum Skovgaard Speedwinch units. The deal seems certain to transform the South Humber's port of Grimsby into a major rope drum centre.



Above: Skipper Leo Højberg of *Mercandi*. Below: Skipper Leif Gravenes of *Edal*. Bottom: *Lochearn*, the first Grimsby seiner to be fitted with Ramme drums.



Favourite

These lightweight, yet robust systems are known as Ramme drums, from the small village on the outskirts of Thyboron where they are made. Gradually they have emerged as a firm favourite amongst most skippers because of their efficiency, compactness and proven trouble-free record on seiners already fitted.

Some 30 years ago Marine Diesel started up as small boat servicing engineers (with a staff of three) in a converted wartime barrage balloon hut close to the lock gates on Grimsby fish docks.

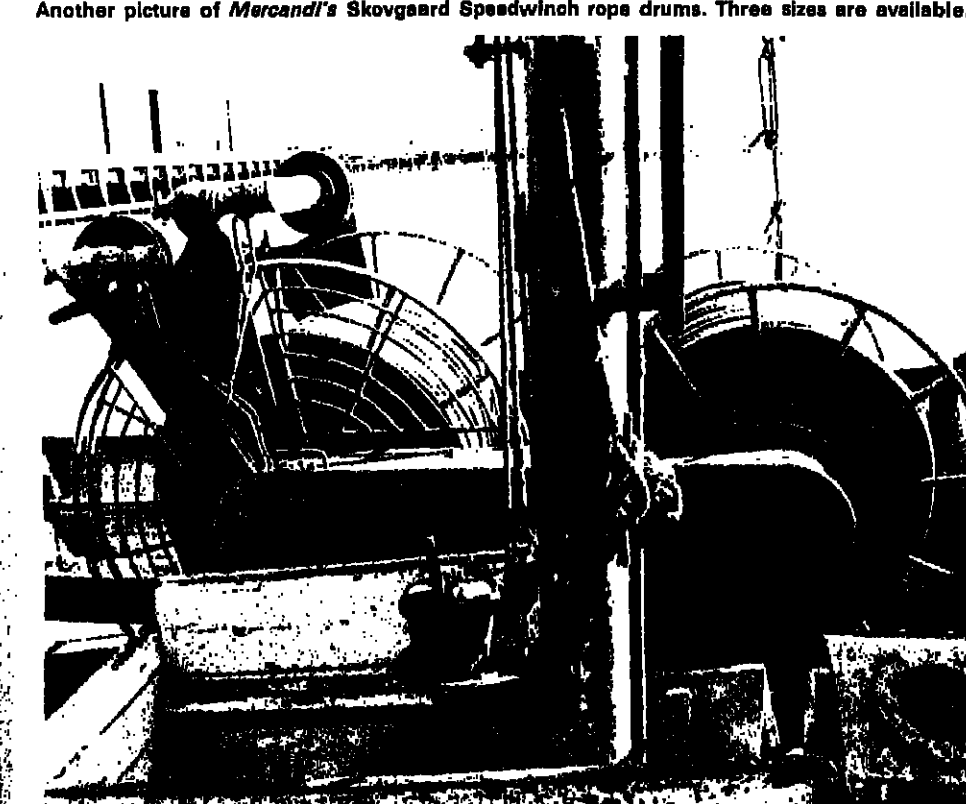
Today, it is the largest engineering company specialising in small fishing vessels in England, and the new link with Ramme has strengthened this hold.

Training

Previously, all installations (must take about 50 hours) have been made at Thyboron, but the Danes have trained a team of Marine Diesel's fitters in Denmark and they have brought back this expertise to Grimsby.

They can also carry out routine service work as Marine Diesel is carrying a full range of spares in addition to the units.

Another picture of *Mercandi*'s Skovgaard Speedwinch rope drums. Three sizes are available.



The hydraulic drive motors operate off a master pump and, as with the entire installation, is simply fitted and operated by a belt-drive arrangement off the main engine.

Each set of drums is virtually hand-built and the quality control in Denmark so rigid that nothing leaves the factory until it has been thoroughly tested.

This side of the business is still very much the responsibility of Erling Skovgaard, the Danish light engineering expert who designed and patented the Ramme drums.

Some years ago he was approached by local fishermen from Lemvig and asked to design a set of drums. After research and testing, he eventually came up with the Ramme system. It was so highly thought of by the Danish authorities that Mr. Skovgaard was awarded a 6,000 kroner prize in the face of competition from other manufacturers.

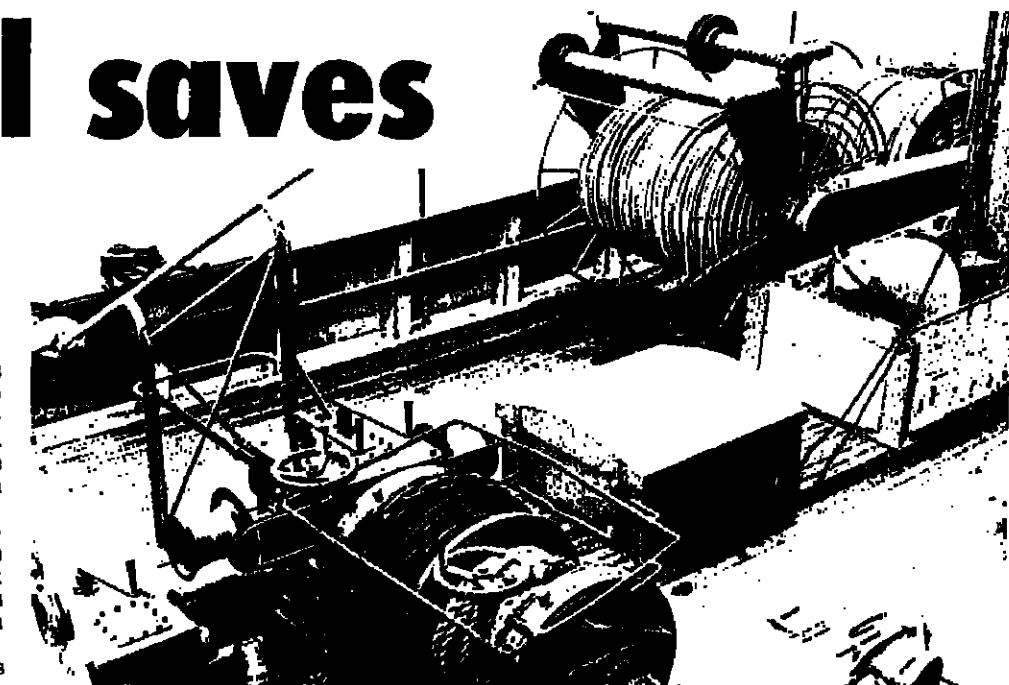
Sensation

In May 1972 he began fitting out most of the local seiners and, today, nearly 200 vessels are equipped. Most have required only a minimum of service.

Grimsby's first seiner with Ramme drums was *Lochearn*. She caused a minor sensation on her maiden in August 1973 when Skipper Barry Emerson set up a new Grimsby anchor sailing record of 18.181 — and followed up with 18.104 on her second trip!

In the interim there has been a gradual build-up of British seiners journeying to Thyboron for drums. The top Grimsby seiner skippers in 1975, Leif Gravenes and Leo Højberg, both operate seiners with Ramme drums.

The seiner *Fiona Jane* is the first local vessel to be fitted up with the Ramme system by Marine Diesel at Grimsby. At 53 ft, deck space aboard her is at a premium and it is this sort of installation where the Ramme drums score. The system has WFA grant assistance approval.



Above: the Ramme drum and pulley lay-out on *Mercandi*. Below: Marine Diesel's workshop at Grimsby from where the rope drums are being serviced.



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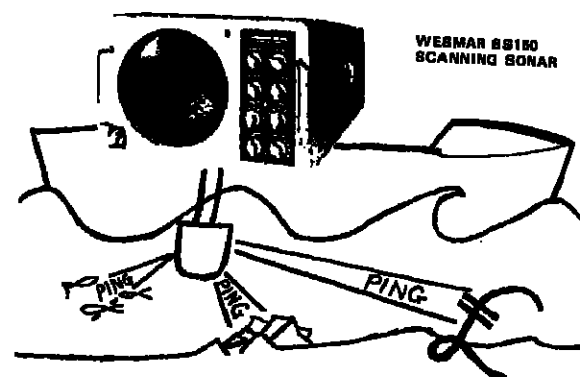
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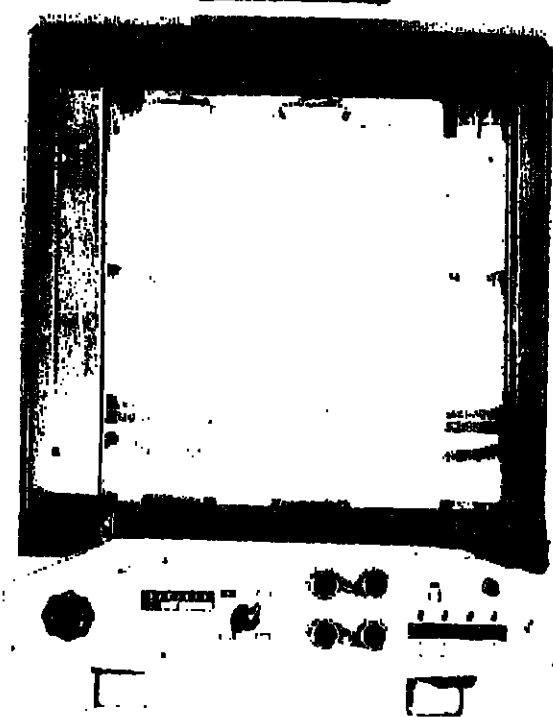
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Freeport, Plymouth PL1 1BR
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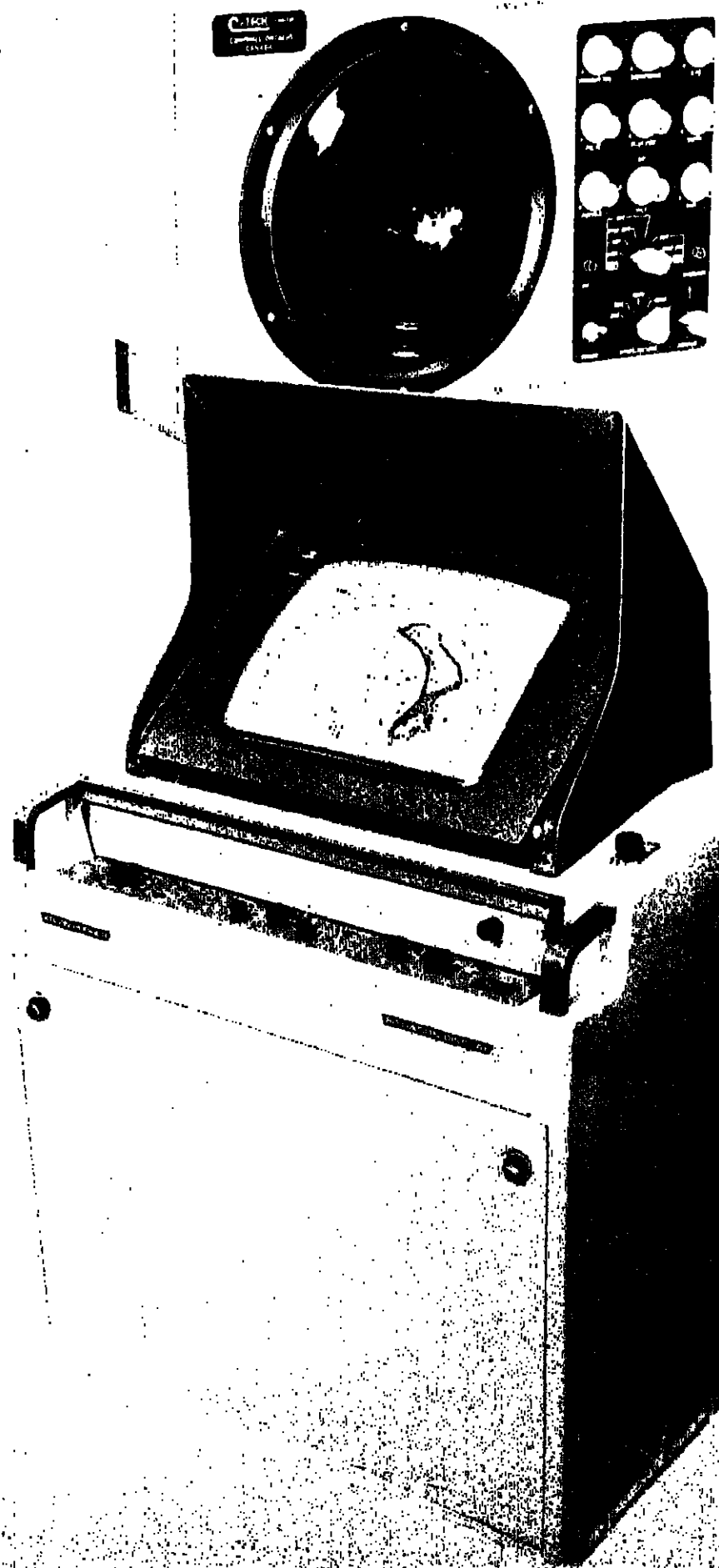
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W.G. Fishsounder and Net Telemetry system. More information on fish detection and trawl behaviour than has ever been available before on one recorder! The Wide Graph system offers: simultaneous or alternative frequency recording whereby the white line echo trace can be switched to 'high' for optimum discrimination in lower depths, or 'low' for maximum detection in deeper water; scale expansion, which can be seabed locked for the detection of fish hard on the bottom or transmission locked for a detailed examination of a layer at any depth between the surface and the seabed; telemetered trawl information, with a record showing fish echoes above and below the trawl headline, together with surface and seabed echoes. All this information is available at any one time on the same chart. W.G. is available in a choice of systems to suit any vessel. In addition a c.r.t. scale expansion unit can be added, which can be seabed locked for demersal fishing or transmission locked for pelagic fishing.



Omni Sonar. A simultaneous 360° picture showing on a radar type screen, the ranges and bearings, shapes, sizes and densities of the shoals around your vessel! The Omni Sonar is used for all round, long range search in excess of 2000 metres (the range scales are 0-250m, 0-500m, 0-1000m, 0-2000m, 0-4000m). It also has operational modes for more concentrated searchlight beam or directional scanning. Tilt facilities of up to 60° from the horizontal for holding shoals at short range are available, and in some modes you can have an alternative loudspeaker search facility. A high speed, robust hoist unit enables the transducer to be raised clear in a matter of seconds.

Situation Display. A panoramic view of the fishing ground electronically reproduced just as one would see it looking out of the bridge window. The whole situation can be seen at a glance; the movements of all vessels (including own vessel) within a selected range are automatically tracked, and positions, aspects, speeds and other clues to the trawling operations can be assessed merely by looking at the screen. The picture is displayed on a large 20" T.V. screen, which can be viewed at distance with different modes for daylight or night time conditions, by any number of people without the need of a hood or visor. Situation Display won a Queen's Award to Industry for Technological Innovation in 1975.

Some of the rest of the range...

Bottom Logs - A choice of electromagnetic, acoustic and pressure.

Type 17 radar - the fisherman's favourite - over 10,000 have now been sold - 9" or 12" displays - ranges up to 36 miles - digital range readout available.

MS44 - White line or grey line on a wide (8 1/2 inch) chart - excellent combination of fish finding and ground discrimination performance - with the BL1 forms the Kingfisher II system, with the facility to display a seabed locked or transmission locked expanded trace adjacent to the conventional trace on the recorder chart.

Ships Radio Station A comprehensive and reliable telegraphy/telephony system for the larger trawler - comprises a high power s.s.b. main transmitter, an s.s.b./d.s.b. main receiver, and reserve and emergency equipment - all modules designed for ease of installation and servicing - synthesised frequency control in both transmitter and receiver.

BL1 - part of the Kingfisher II system.

Falkland II. 120 W p.e.p. s.s.b. radio telephone - 23 channels - rugged and reliable - easy to fit - sensibly placed controls - high standard components used throughout.

Pentland Alpha and Pentland Bravo - 400 W p.e.p. s.s.b. radio telephones for compulsory and voluntary equipped vessels - easy to fit, simple to operate - long range H.F. facility in the Pentland Bravo for deep sea vessels.

Adscope c.r.t. - efficient and economic - operates in conjunction with the MS44 or Kingfisher II.

NM704. Automatic pilot for inshore vessels - maximum course error sensitivity of 1° - system includes remote steering control, choice of magnetic compass and a watch alarm approved by the White Fish Authority.

'Minch' - 2182 kHz Watch Alarm Receiver - compact, robust and splashproof.

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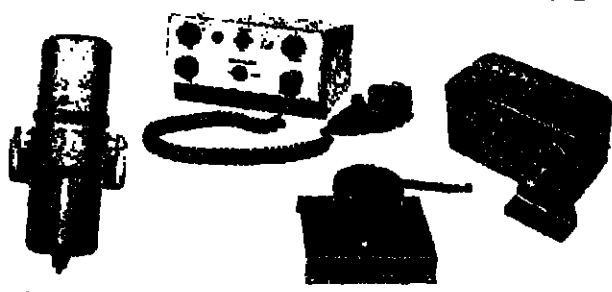
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Half-ton jerk up the beach...

"I KEEP a 14 ft. boat
on top of the shingle
bank and hauling it
down to the water is no
problem.

"But hauling it up again in
the evening with a few pots or
trammels in it is a back-
breaking job.

"If you know of a hand-
winch that I could install on
top of the bank to save this
labour, I (and my back)
would be grateful for in-
formation about it."

■ IF it is a long shallow
gradient up which you have to
haul your boat and you could
fix one firmly on top of the
shingle bank, a conventional
hand-winch would be suitable
for your purpose.

But if it is a short, steep
gradient, I think that one of
the hauling devices made by
Tirfor Ltd. — devices widely
used for shifting craft short
distances in boatyards —
would be more suitable and
would cost considerably less.

In the latter case, that of
precise, I think that Tirfor's
Jockey winch would suit you
admirably.

It is capable of pulling half
a ton, is portable and so you
could use it for other purposes
as well as hauling up your
boat, and its price is
remarkably modest.

The winch measures 10 in.
x 5 x 1 and weighs only 4 lb. It
incorporates a wire gripping
mechanism operated by
forward and reverse levers.

It is used in conjunction
with two wire slings and a 32
ft. length of wire which passes
through the winch instead of
being wound on a reel in it.

To haul a boat up a beach
with it, you attach one wire
slings to a strong point (anchor,
bollard, tree or whatever) and
the other to the boat or its
painter.

Thereafter the boat can be
hauled up steadily without
much effort.

It is ideal, for instance, for
hauling a boat up a sloping
seawall because the boat will
not slip back one millimetre
once the strain has been
taken.

The Jockey costs less than
£25 and is made by Tirfor
Ltd., Halfway, Sheffield. It is

"WE ARE going to use a
tractor for towing shrimp
nets but we often get a lot
of fog here in the autumn.

"We should have a good
compass in case it comes
down when we are a long way
out on the banks.

"Do you know which is the
most suitable compass for use
in a tractor and where it is ob-
tainable?"

■ I understand from in-
formation I have received from
shrimpers who use tractors in
the Ribble Estuary, that it is
practically impossible to in-
stall any type of compass
where it will not be affected
by magnetic influences from
the engine.

If you have a canopy over
your tractor, it is possible that a
Sestral No. 4021 compass,
designed for use in aircraft
and motorboats, may be the
most suitable for your pur-
pose.

It is very small — 2 1/2 in. (63.
5 mm) high, by 2 1/2 in. (63.5
mm) wide, by 1 1/2 in. (44.5
mm) in depth with a 1 1/2 in.
(28.6 mm) diameter — but
has correction facilities — but
it has a spherical, liquid-
filled bowl with an edge-
reading card which means
that the driver could steer by
it if it were to be installed
within this vision, in the

obtainable direct or from
local chandlers.

Couper Components Ltd.,
Floataire Works, Thurmaiston
Lane, Leicester are national
wholesalers and can let you
know which chandlers stock
it.

If you have to haul your
boat up a height too great for
a Jockey and you would
prefer to use a conventional
hand winch, you may be able
to get a suitable one from
Davey and Co. Ltd., 88 West
India Dock Road, London,
E.14.

The firm can supply both
single and double purchase
winches in a variety of sizes.

Look before you leap

"I AM in process of fitting
out a 30 or 40ft MFV and
want to get a suitable
echo sounder — radio
telephone — radar for
it.

"I am short of funds. What
would be best to get and
where can I get it?"

■ Inquiries of this nature
arrive in a steady stream and
are not easy to answer; the
cheapest instrument is
seldom the most suitable.

If you are faced with a
problem of this kind, I think
a better way of finding a solu-
tion to it than quizzing a
single individual is to get a
catalogue and price list from
a firm which deals in a wide
range of electronic equip-
ment.

Then you can compare
specifications and prices of
different makes of instru-
ment, and make a selection
which will suit your par-
ticular purposes and your
budget.

If for instance, you were to
get Greenham Marine's
Catalogue for 1976, you
would be able to compare

canopy as far from magnetic
influences as possible.

It is obtainable from Henry
Browne and Son Ltd, Sestral
House, Loxford Road, Bark-
ing, Essex.

Known as the Gns Sestral
Mk. 2, it is specially designed
to comply with requirements
of the Fishing Vessels (Safe-
ty) Regulations 1975.

It consists of electronic
equipment incorporating

able to explain to him the way
in which they are caught in
the Severn.

I don't know whether he
used the information to cap-
ture a sufficient quantity to
stock his mares or whether he
is still in need of elvers for
the purpose.

I can't ask him because his
letter and address are hidden
among about a thousand
others. But if he sees this —
or if anyone else who wants to
stock ponds or lakes with
elvers does — I have some in-
formation which may be of
interest to him or them.

A correspondent who lives
in Gloucestershire anticipates
having plenty of elvers for
sale this season. His name
and address will be supplied
to anyone who wants details
and will enclose an SAE.

■ IF YOU have any questions
about boats, equipment, gear or
methods, John Burgess is always
prepared to try and answer them if
they are suitably phrased, ad-
dressed, and sent to him.

John Burgess' Log



on its staff with exten-
sive practical experience in
the use of marine elec-
tronic equipment.

They are the boys who
tell you for sure whether
radio telephone or radar
think of buying will inter-
fere with the echo sounder
determined to buy and
your expert advice on
things.

Their advice is libe-
rally biased than that of
agent who sells and
the products of a
manufacturer exclu-
sively and can be obtained
from instruments in-
cluded in the
catalogue which, I think
are all well illustrated.

The catalogue is obtain-
able from Greenham Marine
Enfield House, The
Pools, Dorset, price 25p.

The firm has consultants

GAS DETECTOR

IF YOU use Calor
(Butane) or Propane gas
for cooking and/or
heating in your boat and
have a 12 or 24 V elec-
trical system, a recently
introduced gas detector
may be of interest to you.

Known as the Gns Sentry
Mk. 2, it is specially designed
to comply with requirements
of the Fishing Vessels (Safe-
ty) Regulations 1975.

It consists of electronic
equipment incorporating

solid-state semi-conduc-
tors as sensors, the conductivity
which increases as much
as 20 times in the presence
of very small quantities of
gas.

This characteristic has
been harnessed to produce
a reliable, audible alarm
facilities and a solenoid
off valve.

If concentrations of
butane, propane or methane
gas, carbon monoxide, pet-
rol vapour or diesel exhaust
fumes reach anywhere near
danger level near the sensor,
they will trigger the alarm
system.

A complete Gns Sentry
fit consists of a control unit
audible alarm, two sen-
sors and a remote con-
troller. Detailed instructions for
installation and operation are
supplied with each.

As a result of the expansion
of the show, a General Ser-
vices stand will be available
on which companies and
organisations, unable to have
their own individual stands,
will be represented.

This will be manned by
staff of the Scottish Federa-
tion of Fishermen's Co-
operatives, although those us-
ing the facility may, if they
wish, also be represented by
their own personnel.

Details of a two-day con-
ference to be held in
Aberdeen's Beach Ballroom,
during the exhibition, are now
being discussed.

A summary of topics for
the conference are now being
drawn up. A pre-view of ex-
hibits will be given in *Fishing
News*, September 10.

Exhibition Focus...

Minister to open Ayr show

THE FOURTH Scottish
Fisheries Exhibition
will be opening next
month with a 'full
house'. All stand space
is reported to have
been sold for the show
which takes place at
Dam Park Hall, Ayr,
from April 28-May 2.

Over 100 companies from
home and overseas are tak-
ing part and 48,500 invitation
tickets have been sent out.

The show will be opened by
Hugh Brown, under-secretary
of State for Scotland with
special responsibilities for
fishing. Main sponsors of the
exhibition are the White Fish
Authority, Herring Industry
Board and the Highlands &

Islands Development Board.

The Fisheries Organisation
Society and the Scottish
Federation of Fishermen's
Co-operatives will jointly
run the Fishermen's Service
Store aimed at showing the
products of small companies.

Among the distinguished
guests at the show will be His
Worship the Mayor of
Halifax, Nova Scotia,
Canada, where next year's
World Fishing Exhibition is

due to be opened.

Mayor Edmund Morris,
representing New Scotland in
Old Scotland, will bring
details of the hospitality and
support his city will offer to
all those attending the 1977
World Fishing Exhibition.

Plans are going ahead for
the staging of the fishermen's
ball on Saturday May 1.

A pre-view of exhibits at
the show will be given in
Fishing News on April 23.

FISHING AT PLYMOUTH

A BIG fishing section is
planned this year for the
fifth West Country Boat
Show to be held in
Plymouth, Devon, from
August 14-21. This
follows the postponement
of the highly successful
South of England
Fisheries Exhibition
(Catch '75) staged for the
first time in Devon last
year.

To cope with this expan-
sion, a new 2-acre site has
been reserved near the city
centre in Plymouth. The show
will be under canvas and is
already attracting plenty of

interest from the industry.

The organisers, Plymouth
Incorporated Chamber of
Commerce, say that in addi-
tion to visitors from the UK a
large number are expected
from overseas.

The success of last year's
Catch '75 exhibition, in
Plymouth, reflected the up-
swing in West Country
fishing. A repeat performance
is expected at Plymouth.

A pre-view of fishing ex-
hibits at the show will be
given in *Fishing News*, when
we feature the West Country
industry in our August 6
issue.

Power display at Aberdeen

With six months to go,
already 90 per cent of the
original stand space has been
taken and the organisers,
Eagle Exhibition Consultants
Ltd., are adding on another
10,000 sq. ft.

Overseas firms will be
strongly represented with ex-
hibitors from Belgium, Den-
mark, Eire, France, Ger-
many, Holland, Iceland,
Norway and Sweden.

As a result of the expansion
of the show, a General Ser-
vices stand will be available
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organisations, unable to have
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AN 80ft. side-catch
trawler was launched
recently from
Campbeltown Shipyard
at Trench Point,
Campbeltown, Argyll, for
Irish skipper Sean
O'Driscoll.

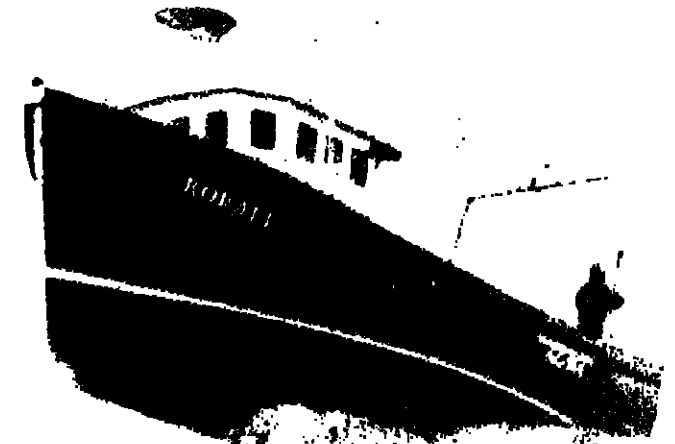
Named *Crimson Dawn*, she
is the 14th vessel built to the
yard's Campbeltown 80
design, and the second of
three boats constructed by
the yard for Irish owners.

Her all-welded steel hull
and deckhouse are to the
yard's well proven standard
design, with the layout and
equipment tailored to
Skipper O'Driscoll's re-
quirements.

Powered by a British Polar
SF13RSF main engine,
developing 580 HHP at 825
rpm, her auxiliary is a 65
HP Lister HW4MA.

In addition to driving a
controllable pitch propeller in
fixed Kort nozzle, the main
engine powers a stand-by
pump for lube oil, fresh
water and gearbox
hydraulics.

A Lucas hydraulic pump
is driven from a gearbox at
the fore end.



Recalling some of the
stories which appeared in our
columns this week 50 years
ago.

LARGE quantities of
flounders with
'blackberry-shaped'
tumours caught off
Ireland.

FIRST motor trawler
arrives at Aberdeen called
Grohn, this German
vessel is fitted with
Deisel-Linken, four-
stroke engine, producing
a speed of 12 knots.

GOVERNMENT states
that no person under 18
shall be employed as a
trimmer or stoker on
board a trawler.

SEEN proving herself during
trials in gales off Cornwall
earlier this month is the first
stern trawler in a big order
Cygnus Marine has won from
Sweden. *Korall* is a slightly
modified version of the Cygnus
GM32 GRP standard fishing
vessel built at Falmouth and
designed by Gary Mitchell. She
is powered by a Ford 108hp
diesel with a 3:1 reduction
PRM gearbox and her main
winch is a Smallwood 2-ton
unit with extra large flanges.
The boat has a propeller in-
spection tube, combined
ice/fishroom, hanging and deck
blocks by Spencer Carter, plus
Kodak Graphette fish finder
and Seascan radar. The

wheelhouse has been moved
aft some 2ft. to enlarge the ac-
commodation which includes
two bunks, toilet and com-
prehensive galley. The
foremast and derrick is of
stainless steel. The mould for
the GM38 hull was completed
in February and the first GM26
hull should be available next
month. Already, seven of these
26-footers have been ordered:
two for Sweden, plus one each
for Lane, Coombe Martin, West
Merson, Newquay and Ireland.
A part-complete 32-footer was
recently delivered to Whitby,
Yorkshire owner, Denis
Winspear, with aid from the
British Tourist Board.

News - from Fishing News Books

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Catches and Prices

GRIMSBY

£46,282: Lord Beatty, BUT (Sk. D. Scott), 2,733 kits, NS, 22 days.
 £35,752: William Wilberforce, Boston (Sk. A. Dennison), 2,171 kits, NS, 22 days.
 £12,796: Ross Rodney, BUT (Sk. G. Carsberg), 1,853 kits, 1, 23 days.
 £27,796: Boston Concord, Boston (Sk. W. G. Ball), 1,554 kits, 1, 22 days.
 £25,507: Huddersfield Town, Consolidated (Sk. F. Kirby), 1,399 kits, 1, 22 days.
 £23,908: Notts Forest, Consolidated (Sk. J. Harris), 1,377 kits, 1, 22 days.
 £21,591: Ross Kipling, BUT (Sk. W. Ferrand), 1,272 kits, 1, 23 days.
 £21,103: Blackburn Rovers, Consolidated (Sk. E. Cotton), 1,163 kits, 1, 24 days.
 £21,023: Vianova, BUT (Sk. F. W. Gray), 1,177 kits, 1, 23 days.
 £21,000: Carlisle, Consolidated (Sk. K. Heron), 1,256 kits, 1, 22 days.
 £20,534: Ross Kashmir, BUT (Sk. J. Pratten), 1,181 kits, 1, 23 days.
 £17,682: Boston Kestrel, Boston (Sk. W. Nutton), 1,014 kits, 1, 23 days.

Middle water

£15,686: Ross Cougar, BUT (Sk. J. Major), 931 kits, 15 days.
 £14,733: Lucerne, Lindsey (Sk. R. Penketh), 872 kits, 15 days.
 £12,081: Ross Leopard, BUT (Sk. J. Brown), 770 kits, 15 days.
 £11,684: Ross Jackal, BUT (Sk. J. McCarthy), 659 kits, 16 days.
 £11,408: Kyoto, Taylor (Sk. F. Gilchrist), 722 kits, 15 days.

Seiners

£6,078: Kesteven, Sleight (Sk. J. Olesen), 265 kits, NS, 18 days.
 £10,038: Gladness, Allard Hewson (Sk. Jorgen Olesen), 318 kits, NS, 20 days.
 £4,967: Fourseas, Sleight (Sk. O. Thinnesen), 256 kits, NS, 16 days.
 £4,821: Olbek, Richardson (Sk. C. Thomsen), 214 kits, NS, 19 days.
 £4,639: Britta, Richardson (Sk. M. Irvine), 212 kits, NS, 22 days.
 £4,225: Pacemaker, Sleight (Sk. N. Moller), 219 kits, NS, 13 days.

Pair Teams

£10,386: Frances Bojen, (Sk. J. Richardson), 593 kits, and £10,022: Margrethe Bojen (Sk. Jens Bojen), 584 kits, both Sleight, NS, 11 days.
 £5,729: Paul Antony, Richardson (Sk. F. Josefsen), 329 kits, and £5,003: Laurids Skomager, Sleight (Sk. Jorgen Bojen), 260 kits, both NS, 15 days.
 £4,575: Samantha, (Sk. H. Thinnesen), 225 kits, and £3,485: Tino, (Sk. P. Thinnesen), 200 kits, both Richardson, NS, 18 days.
 £3,488: Anna Michelle, (Sk. M. Josefsen), 174 kits, and £3,210: Sonia Jane, (Sk. D. Sorensen), 143 kits, both Sleight, NS, 13 days.

HULL

£51,444: C. S. Forester, Newington (Sk. J. Atkinson), 2,888 kits, NS, 23 days.
 £47,226: Arctic Cavalier, Boyd (Sk. W. Boyle), 3,087 kits, WS, 25 days.
 £39,090: Arctic Ranger, Boyd (Sk. C. Walker), 2,350 kits, WS, 23 days.
 £35,758: St. Gerontius, Hamling (Sk. J. R. Nelson), 2,112 kits, NS, 23 days.
 £34,924: Somerset Maugham, Newington (Sk. E. Walbridge), 2,275 kits, NS, 21 days.
 £34,734: Lord St. Vincent, BUT (Sk. B. Turner), 2,174 kits, NS, 20 days.
 £31,612: St. Giles, Hamling (Sk. D. Platten), 2,139 kits, NS, 31 days.
 £28,773: Ross Orion, BUT (Sk. A. Oaler), 1,476 kits, 1, 21 days.
 £22,751: Barnsley, Consolidated (Sk. J. Turrell), 1,193 kits, 1, 20 days.
 £19,991: Primella, Marr (Sk. M. Patterson), 1,168 kits, 1, 21 days.

Seiners

£9,416: Kronborg, Boston (Sk. H. Dam), 293 kits, NS, 20 days.
 £8,258: Lindenberg, Boston (Sk. O. Jensen), 270 kits, NS, 18 days.
 £4,461: Guldberg, Boston (Sk. M. Jensen), 193 kits, NS, 21 days.
 £4,296: Visborg, Boston (Sk. V. Jensen), 200 kits, NS, 21 days.

£3,816: Christiansborg, Boston (Sk. E. Dam), 173 kits, NS, 21 days.
 £3,689: Vikingborg, Boston (Sk. P. Jensen), 168 kits, NS, 20 days.
 £2,643: Arnborg, Boston (Sk. G. Jonnasen), 126 kits, NS, 22 days.

FLEETWOOD, Iceland

£22,905: Boston Bevcree, Boston (Sk. H. McMillan), 1,234 kits, 25 days.
 £21,209: Ella Hewett, Hewett (Sk. J. J. Buckley), 1,230 kits, 22 days.
 £18,647: Wyre Conqueror, Wyre (Sk. J. Newsham), 1,050 kits, 22 days.
 £15,514: Idena, Marr (Sk. B. Burley), 914 kits, 21 days.

Home water

£9,432: Boston Marauder, Boston (Sk. A. Middleton), 658 kits, 15 days.
 £8,805: David Wilson, Hazael (Sk. P. Bedford), 356 kits, 12 days.
 £4,047: Royalist, Hewett (Sk. K. Bevers), 250 kits, 14 days.

Near water

£3,593: Resound, Ward, 180 kits, 8 days.
 £2,405: Starbank, Ward, 118 kits, 13 days.
 £1,866: Deevale, Bird, 93 kits, 15 days.
 £1,239: R. G. Maurice, Bloomfield, 51 kits, 7 days.
 £1,203: Forrards, Ward, 66 kits, 13 days.

ABERDEEN

£27,143: Ben Asdale, Irvin (Sk. J. Gowie), 1,906 kits, B, 24 days.
 £20,850: Ben Brackie, Irvin (Sk. W. Fry), 1,317 kits, BS, 23 days.
 £15,507: Ben Gairn, Irvin (Sk. P. Beattie), 727 kits, F, 15 days.
 £13,899: Maureen June, Wood (Sk. T. Taylor), 650 kits, F, 15 days.
 £13,860: Admiral Nelson, Wood (Sk. R. Pirie), 872 kits, WS, 14 days.
 £11,447: Strathisla, Brucewood (Sk. G. Thomson), 636 kits, WS, 11 days.

LOWESTOFT

£11,098: Suffolk Harvester, Hobson (Sk. R. Reynolds), 503 kits, NS, 12 days.
 £9,669: Saifa, East Coast (Sk. B. Bowler), 471 kits, NS, 12 days.
 £8,950: St. David's, East Coast (Sk. J. Harper), 380 kits, NS, 12 days.
 £8,690: Yoxford Queen, Talisman (Sk. C. Reeder), 377 kits, NS, 12 days.
 £8,205: Chudleigh, Boston (Sk. B. Turner), 346 kits, NS, 12 days.
 £8,192: Boston Wasp, Boston (Sk. J. Swotman), 366 kits, NS, 12 days.

GRANTON

£7,598: Arctic Crusader, Liston (Sk. J. Robb), 639 cwt., NS, 13 days.

NORTH SHIELDS

£10,564: Ben Chourn, Irvin (Sk. T. F. Jamison), 39,763 kilos, F, 18 days.
 £8,577: Ben Glas, Irvin (Sk. S. Sheader), 25,057 kilos, NS, 13 days.
 £6,014: Ben Vurie, Irvin (Sk. R. Sheader), 18,890 kilos, NS, 13 days.
 £2,175: Conmorran, Irvin (Sk. N. Morse), 8,825 kilos, NS.
 £1,248: Christine Nielsen, Irvin (Sk. D. Ellis), 3,296 kilos, NS.
 £1,235: Conmorran, Irvin (Sk. N. Morse), 3,330 kilos, NS.
 £1,500: Emulate, Associated (Sk. A. Wyse), 4,482 kilos, NS, 2 days.
 £1,067: Margaret Clarke, Associated (Sk. D. Clarke), 5,072 kilos, NS, 3 days.
 £930: Prince Igor, Associated (Sk. R. Casson), 1,056 kilos, NS, 3 days.
 £680: Seglem, Associated (Sk. A. C. Hunter), 490 kilos, NS.

MILFORD HAVEN

£3,003: Bryher, Norrard (Sk. A. James), 108 kits, 9 days.
 £2,858: Westerdale, Norrard (Sk. F. Reynolds), 79 kits, 13 days.
 £2,830: Georgina Wilson, Jones (Sk. T. Smith), 117 kits, 10 days.
 £2,235: Arthur Harvey, Kerr (Sk. J. Donovan), 53 kits, 7 days.

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from
 Iceland: Boston Comanche,
 Boston Halifax, Ross Jomo, Ross
 Kelvin, Port Vale, Spure, from
 Norway Coast: Lord Dellicoe;
 from Greenland: Northern Gift,
 Ross Renown; from Faroe and
 Western: Kyoto, Lucerne,
 Mohave, Okino, Ross Cougar.

HULL

Expected during the week from
 Iceland and Norway Coast:
 Hammond Innes, Joseph Con,
 Kingston Beryl, Kingston Amber,
 Ross Altair, Ross Canavard.

PORT MARKETS

MONDAY MARCH 26th

GRIMSBY

A fair supply of 5,670 kits from 19 ships met a good demand. Prices: shelf cod, £2.30/£2.80; lemon sole, £1.40; codling, £2.10/£2.40; shelf haddock, £2.80/£3.20; medium, £2.50/£2.80; small, £1.80/£2.20; large plaice, £2.60; medium, £2.30; heat small, £2.40; rockfish, £1.60/£2.00; skinned dogfish, £5.20/£5.80; coalfish, £1.10/£1.30; redfish, £1.10/£1.30; per stone.

BRINKHAM

Prices: cod, £2.40; plaice, £2.40; turbot, £1.20; whiting, £1.70; lemon sole, £5.50; Dover sole, £1.50; brill, £2.50; plaice, £1.80; squid, £3.80; monkfish, £1.50; roker, £4.40; dabs, £2.20; red mullet, £1.10 per stone; scallops, £1.25 per doz.

NEWLYN CORNWALL

Prices: cod, £2.50/£2.60; turbot, £1.20; whiting, £1.20; lemon sole, £5.50; Dover sole, £1.50/£1.60; plaice, £1.60; squid, £3.85; monkfish, £1.50/£1.60 per stone.

EYEMOUTH

Prices: cod, £1.40; codling, £1.40; turbot, £1.70; whiting, £1.60; plaice, £1.30; lemon sole, £5.50; Dover sole, £1.50; brill, £2.50; plaice, £1.80; squid, £3.85; monkfish, £1.50/£1.60 per stone.

DUBLIN

Prices: cod, £1.40; plaice, £1.40; turbot, £1.70; whiting, £1.60; plaice, £1.30; lemon sole, £5.50; Dover sole, £1.50; brill, £2.50; plaice, £1.80; squid, £3.85; monkfish, £1.50/£1.60 per stone.

TUESDAY MARCH 27th

BUCKLE

Prices: cod, £1.95/£2.50; turbot, £2.00; whiting, £1.95; plaice, £2.10/£2.50; sole, £2.60/£3.00 per stone. 6 boats landed 30 tons.

FRASERBURGH

Prices: small lemon sole, £1.50; selected, £2.85; squid, £12.20/£15; medium, £16.40/£17; large, £16/£17; cod and squid, £16/£17; small whiting, £10/£12.80; selected, £16/£17; monkfish, £22 per box. 7 boats landed 150 boxes.

PETERHEAD

Prices: cod and codling, £1.55/£2.20; whiting, £1.60/£2.20; plaice, £2/£3; dabs, £3/£3.20; catfish, £1.70/£1.80 per stone; haddock, £12/£13; small round, £11.30/£12.50 per box. 12 boats landed 682 boxes.

MILFORD HAVEN

Prices: cod, £10/£18; large plaice, £16.60/£22; Dover sole

BILLINGSGATE

ON TUESDAY 244 tons were delivered. Average selling prices on merchants' stalls: Salmon, Scotch, £2/£2.45; Irish, £1.90/£2.30; salmon trout, £1.10/£1.45; soles, tongues, 36p/45p; slaps, 60p/70p; medium, 90p/£1.45; large, 90p/£1.30; sea, 80p/90p; foreign smoked salmon, £1.80 per lb; large turbot, £13.30/£14; medium, £7.70/£11.20; small, £3.50/£5.00; large brill, £7/£7.70; medium, £4.90/£6.30; small, £4.20/£5.60; Danish plaice, 1lb, £1.10, £3.80/£4; 4lb-24lb, £4.50/£4.70; large and medium halibut, £11.20/£18.30; small, £7/£9.80; selected lemon sole, £4/£6.50; large whiting, £2/£2.80; small, £1.50/£1.75; headless home water cod, £3.50/£3.70; fillets, shelf cod, £4.80/£5.50; but, £4/£5.10; coalfish, £2.30/£2.90; haddock, £5.20/£7.30; gibbers, £3.20/£3.70; selected whiting, £1.90/£2.30; small, £1.70/£1.80; English dogfish, large, £8/£8.80; mackerel, £1.80/£2.50; fresh herrings, £2.60/£3; London cured dry haddocks, £6.50; dry fillets, £9; golden cutlets, £6; fillets and selected kippers, £2.50/£4.80, per stone.

Shellfish
 Selected lobsters, £2/£3.30; unselected, £2.80/£5; crabs, over 2lb, 30p; under 2lb, 25p.

Power-packed Radiant Way

80-FOOTER FROM PETERHEAD YARD

RADIANT WAY is the latest in a long line of larger class cruiser-sterned wooden dual-purpose boats from the Peterhead yard of Richard Irvin and Sons.

Since 1953 the yard has built 57 vessels and almost all have been over 70 ft. long. Those built in the 1950s were mainly designed for herring drifting, seine netting and great lining. They were very graceful craft with lean lines and were in the main powered by engines of 152 hp.

Up until the early 1960s the firm was building four such vessels a year and, on a number of occasions, two were launched on the same day.

To meet the demands of more rigorous fishing methods, such as herring pair trawling, the more recent vessels from the yard are much fuller, beamier and more powerful than the earlier boats — but the trained eye can still recognise them as "Irvin-built" by a certain harmony of line present in all the vessels.

Usually two boats have been built each year since the late 1960s, but the completion of the 80 ft. seiner-trawler Radiant Way late in February now leaves the Irvin yard marking time.

Along with other builders, Radiant Way's 725 hp main engine drives a Pay and Brink variable pitch propeller via a P. and B. gearbox.



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VESSELS REVIEW

Radiant Way — latest in a long line of powerful cruiser stern boats from the Richard Irvin yard.

manufacture includes Mk. 21 Navigator, 914 and Super 050 radars, 350T Track Plotter and 450 automatic pilot.

Also fitted in the wheelhouse are a "Sailor" T122/R105 radio telephone, Simrad PC3 vhf radio, telephones, Simrad RW watchkeeping receiver, Audix talk-back system, Tenford 1115 F58 steering gear and Weynstrants window wiper.

The galley is located below the wheelhouse and is fitted with a New World Color gas cooker, stainless steel sink unit, Sadia water heater and Electrolux fridge. A separate mess deck is arranged in the after end of the deckhouse.

Below deck Radiant Way is of traditional Scottish layout, with the crew cabin aft of the engine room. The fishroom is insulated on the bulkheads and is fitted with steel stanchions and wooden boards.

The 79 ft. 6 in. Radiant Way has a hefty 22 ft. 8 in. beam.

The Irvin yard is experiencing a lack of orders. But, a spokesman for the yard told Fishing News that the firm is not going to close, but will carry on in the meantime with repair work.

Radiant Way, which is the 101st boat built by Irvin since it set up in 1914, has been built to the order of Skipper William Stephen of Inverloch, near Fraserburgh. Designed by the builders, she is 79 ft. 6 in. long, with a beam of 22 ft. 8 in. and is built of larch plank on an oak frame-work.

All the steel fabrication work for the boat, including deck-house, whaleback, beams, bulkheads and tanks, etc., was carried out by the Northern Engineering Works.

The main engine is a Caterpillar D348 vee-form diesel which develops 725 hp at 1,800 rpm. The unit drives a Pay and Brink variable pitch propeller through a P. and B. gearbox of 5:1 reduction.

Belt-driven from a layshaft at the fore-end of the engine are a 20 kW 110V McLaren generator, a 3 in. Desmi bilge and general service pump and a Dowty hydraulic pump to drive the winch for retrieving fishing gear in an emergency. An AC90 alternator is belt-driven off the port side of the engine.

Lying athwartships, forward of the main engine, is the Caterpillar 3304 auxiliary engine which develops 85hp at 2,000 rpm. Driven in line off the flywheel end is a 15 kW 110V Hugh J. Scott generator, while a Desmi 3 in. bilge and general service pump is driven off the free end of the generator through a clutch.

An AC90 alternator is belt-driven off the shaft between the engine and the generator. The Dowty variable displacement hydraulic pump for the winch is powered by direct drive from the other end of the auxiliary engine, through a Fenner Flex flexible coupling. Bolt-driven from this end of the engine is the hydraulic pump for the power block.

Fuel tanks carry about 4,000 gallons and the engine room is ventilated by two 12 in. Woods fans.

An Andreas Jensen and Sonner combination seine and trawl winch is fitted on deck forward. Seine ropes are fed from the Becles coiler into storage bins.

A Rapp 24 in. power block is installed aft of the deckhouse on a derrick, and a 11 in. trawl watch net sounder. Equipment of Decca floodlights are fitted on the superstructure.

All fish finding aids in the wheelhouse are of Simrad manufacture and include SL sonar and CM sonarscope, EQ compass, M.A. echo sounder, C1 echo scope and F1 trawl watch net sounder. Equipment of Decca



Blaze during refit

TWO FIREMEN were overcome by heat and fumes when fire broke out in the former Lowestoft trawler Willa, owned by Claridge Trawlers, while she was undergoing a refit in the local dry dock.

Willa is being refitted for there was a colossal amount of smoke," he said.

"They were on the spot within minutes — it was very fast work," said another of the workmen, Cyril Baldry.

"There is always a danger of fire when you're cutting out steel plates — you never know just what is behind them and it is impossible to pump out all the sludge from the bilges, the Lloyd Burroughs, said he was on deck when the fire started.

Firemen apparently set fire to sludge in the bilges and spread to the fuel tanks. One of the plates working on the vessel, Lloyd Burroughs, said he was on deck when the fire started.

"I looked through a porthole and saw a glow in the engine room — within minutes it had spread and

SAXON II LEAVES

The Grimsby seiner Saxon II left the Humber port for Havant, near Portsmouth, last month.

The 50-ton vessel, laid-up since owners Alfred Bannister went into voluntary liquidation last spring, has been sold to Pounds Navigation Shipping Ltd. of Havant.

A spokesman for the collection party told Fishing News in Grimsby: "I do not know what plans they have for her. She might stay in fishing, who knows?"

"We are just picking her up and want to get her off as soon as we can. The voyage around should take about two days."

Saxon II was the last of Bannister's four-strong fleet to be sold off.

Saxon II — sold after being impounded by the Admiralty Marshal at Grimsby. It is not known if she will carry on fishing.

